NIMA LIST OF LIGHTS CORRECTIONS

PUB 110 Ed 2001 NEW EDITION
(NIMA) 8/01

SAILING DIRECTIONS CORRECTIONS

PUB 155 6 Ed 1995 LAST NM 5/01
Page 10—Line 33/R; insert after:

Quarantine anchorage and anchorage for loading and discharging dangerous cargo are located in Bukhta Slavyanka.

The anchorages in Bukhta Komsomol'skaya and Bukhta Slavyanka are not sheltered from the N winds. During strong gales the wind direction changes frequently, causing vessels to yaw and drag anchor.
(BA NP 23, Supp. 10-00) 8/01

PUB 191 9 Ed 2000 LAST NM 7/01
Page 79—Lines 5 to 15/L; read:

5.1 Baie De La Seine, a wide bay, is entered between Pointe de Barfleur, on the W side, and Cap d'Antifer, 55 miles E. The W side of the bay is formed by the E side of the Cotentin Peninsula and includes only a few small harbors. Caen is situated in the S part of the bay. This port is connected to the sea at Ouistreham by a canal running parallel to the Riviere Orne. The port of Le Havre is situated at the E side of the bay. The estuary of the River Seine lies close S of this port and provides access to Rouen. The small ports of Trouville-Deauville and Honfleur lie on the S side of La Seine close to the mouth. Port du Havre-Antifer, used by deep-draft tankers, is situated 10 miles N of Le Havre.
(Fr SD C2.1) 8/01

Page 79—Lines 31 to 49/L; read:

Regulations.—For regulations concerning tankers laden with hydrocarbons and vessels carrying dangerous cargoes bound to or sailing from Le Havre, Rouen, and other La Seine ports, see paragraph 5.9.

For details of the Identification Zone and Movement Reporting System pertaining to vessels bound for the ports of Port du Havre-Antifer, Le Havre, Rouen, and Ouistreham-Caen, including Waiting Areas and anchorages, see paragraph 5.9.

Special regulations and reporting procedures apply to tankers transporting hydrocarbons and to vessels transporting dangerous substances navigating in the approaches to the French coasts of the North Sea, English Channel, and the Atlantic between the Belgian border and Spanish border. Such vessels preparing to pass through or stop within French Territorial Waters are required to send a message to the appropriate CROSS station giving their intended movements. In addition, such vessels must use the designated Mandatory Access Routes and Channels when approaching a port or roadstead.

For further details of these special procedures, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.

Cargo transfer operations take place within a Transhipment Area (Val de Saire) lying in the W part of Baie de la Seine. This area, which is under the control of the French Maritime Authority, is centered 10 miles ESE of Pointe de Barfleur and may best be seen on the chart.

The following is a summary of the relevant regulations:
(Fr SD C2.1) 8/01

Page 79—Lines 1 to 41/R; strike out.
(NIMA) 8/01

Page 80—Lines 3 to 40/L; read:

4. Throughout the operation, and while in the area, vessels concerned should maintain a listening watch on VHF channel 16. They should also advise CROSS JOBURG of the following times:

a. Arrival in the area.
b. Commencement of operations.
c. Completion of operation.
d. Getting underway.
e. Any accident or incident.
f. If visiblity falls below 3 miles.

5. During the transhipment, vessels must display the shapes or exhibit the lights prescibed in the International Regulations for Preventing Collisions at Sea (72-COLREGS) and by the International Code of Signals for vessels engaged in special operations but not underway.

Caution.—A firing danger area lies in the S part of Baie de la Seine and is situated within the parallels of 49˚45'N and 49˚25'N, and the meridians of 0˚30'W and 1˚00'W.

Numerous wrecks, some marked by buoys, lie within 10 miles of the shores of the bay. Small undetected wrecks and obstructions may also lie close offshore.
(Fr SD C2.1; BA NP 286) 8/01

COAST PILOT CORRECTIONS

COAST PILOT 2 30 Ed 1998 Change No. 25
LAST NM 52/00
Page 94—Paragraph 2283; insert after:

Part 169-SHIP REPORTING SYSTEMS

Subpart A—General

§169.1 What is the purpose of this subpart?

This subpart prescribes the requirements for mandatory ship reporting systems. Ship reporting systems are used to provide, gather, or exchange information through radio reports. The information is used to provide data for many purposes including, but not limited to: navigation safety, environmental protection, vessel traffic services, search and rescue, weather forecasting and prevention of marine pollution.

COAST PILOT 2 (Continued)

§169.5 What terms are defined?

(a) *Mandatory ship reporting system* means a ship reporting system that requires the participation of specified vessels or classes of vessels, and that is established by a Government or Governments after adoption of a proposed system by the International Maritime Organization (IMO) as complying with all requirements of regulation V/8-1 of the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS), except paragraph (e) thereof.

(b) *Shore-based authority* means the government appointed office or offices that will receive the reports made by ships entering each of the mandatory ship reporting systems. The office or offices will be responsible for the management and coordination of the system, interaction with participating ships, and the safe and effective operation of the system. Such an authority may or may not be an authority in charge of a vessel traffic service.

§169.10 What geographic coordinates are used?

Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts where the referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts referenced to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

Subpart B—Establishment of Two Mandatory Ship Reporting Systems for the Protection of Northern Right Whales

§169.100 What mandatory ship reporting systems are established by this subpart?

This subpart prescribes requirements for the establishment and maintenance of two mandatory ship reporting systems for the protection of the endangered northern right whale (also known as the North Atlantic right whale). These two systems are designated for certain areas of the East Coast of the United States. One system is located in the northeast and is identified as WHALESNORTH. The other system is located in the southeast and is identified as WHALESSOUTH.

Note: 50 CFR 222.32 contains requirements and procedures concerning northern right whale approach limitations and avoidance procedures.

§169.102 Who is the shore-based authority?

The U.S. Coast Guard is the shore-based authority for these mandatory ship reporting systems.

§169.105 Where is the northeastern reporting system located?

Geographical boundaries of the northeastern area include the waters of Cape Cod Bay, Massachusetts Bay, and the Great South Channel east and southeast of Massachusetts. The coordinates (NAD 83) of the area are as follows: from a point on Cape Ann, Massachusetts at 42˚39'N, 70˚37'W; then northeast to 42˚45'N, 70˚13'W; then southeast to 42˚10'N, 68˚31'W; then south to 41˚00'N, 68˚31'W; then west to 41˚00'N, 69˚17'W; then northwest to 42˚05'N, 70˚02'W; then west to 42˚04'N, 70˚10'W; and then along the Massachusetts shoreline of Cape Cod Bay and Massachusetts Bay back to the point on Cape Ann at 42˚39'N, 70˚37'W.

§169.110 When is the northeastern reporting system in effect?

The mandatory ship reporting system in the northeastern United States operates year-round.

§169.115 Where is the southeastern reporting system located?

Geographical boundaries of the southeastern area include coastal waters within about 25 nautical miles (45 kilometers) along a 90-nautical mile (170-kilometer) stretch of the Atlantic seaboard in Florida and Georgia. The area coordinates (NAD 83) extends from the shoreline east to longitude 80˚51.6'W with the southern and northern boundaries at latitude 30˚00'N and 31˚27'N., respectively.

§169.120 When is the southeastern reporting system in effect?

The mandatory ship reporting system in the southeastern United States operates during the period beginning on 15 November and ends on 16 April of each year.

§169.125 What classes of ships are required to make reports?

Each ship of 300 gross tons or greater must participate in the reporting systems, except government ships exempted from reporting by regulation V/8-1(c) of SOLAS. However, exempt ships are encouraged to participate in the reporting systems.

§169.130 When are ships required to make reports?

Participating ships must report to the shore-based authority upon entering the area covered by a reporting system. Additional reports are not necessary for movements made within a system or for ships exiting a system.

§169.135 How must the reports be made?

(a) A ship equipped with INMARSAT C must report in IMO standard format as provided in Table 169.140 in §169.140.

(b) A ship not equipped with INMARSAT C must report to the Coast Guard using other means, listed below in order of precedence—

(1) Narrow band direct printing (SITOR).
(2) HF voice communication, or
(3) MF or VHF voice communications.

(c) SITOR or HF reports made directly to the Coast Guard's Communications Area Master Station Atlantic (CAMSLANT) in Chesapeake, VA, or MF or VHF reports made to Coast Guard activities or groups, should only be made by ships not equipped with INMARSAT C. Ships in this category must provide all the required information to the Coast Guard watchstander.

COAST PILOT 2 (Continued)

§169.140 What information must be included in the report?

Each ship report made to the shore-based authority must follow the standard reporting and format requirements listed in table 169.140.

Table 169.140 Requirements for ship reports

Telegraphy	Function	Information required
Name of system	System identifier	Ship reporting system WHALESNORTH or WHALES SOUTH
M	INMARSAT number	Vessel INMARSAT number
A	Ship	The name, call sign or ship station identity, IMO number, and flag of the vessel.
B	Date and time of event	A 6-digit group giving day of month (first two digits), hours and minutes (last four digits).
E	True course	A 3-digit group.
F	Speed in knots and tenths of knots	A 3-digit group.
H	Date, time and point of entry into system	Entry time expressed as in (B) and entry position expressed as- (1) a 4-digit group giving latitude in degrees and minutes suffixed with N (north) or S (south) and a 5-digit group giving longitude in degrees and minutes suffixed with E (east) or W (west); or (2) True bearing (first 3 digits) and distance (state distance) in nautical miles from a clearly identified landmark (state landmark).
I	Destination and expected time of arrival	Name of port and date group expressed as in (B).
L	Route information	Intended track.

(CL 949/99; CL 950/99;
FR 06/01/99; CL 1769/00) 8/01

Page 109—Paragraph 54, line 1; read:

Mandatory Ship Reporting Systems (WHALESNORTH and WHALESSOUTH), have been established within the area of this Coast Pilot. These Mandatory Ship Reporting (MSR) systems require all vessels, 300 gross tons or greater, to report to the U.S. Coast Guard prior to entering two designated reporting areas off the east coast of the United States. (See **33 CFR 169**, chapter 2, for limits and regulations.) Sovereign immune vessels are exempt from the requirement to report, but are encouraged to participate.

The two reporting systems will operate independently of each other. The system in the northeastern United States will operate year round and the system in the southeastern United States will operate each year from November 15 through April 15. Reporting ships are only required to make reports when entering a reporting area during a single voyage (that is, a voyage in which a ship is in the area). Ships are not required to report when leaving a port in the reporting area nor when exiting the system.

Vessels shall make reports in accordance with the format in IMO Resolution A.858 (20) in accordance with the International Convention for the Safety of Life at Sea 1974 (SOLAS 74). (See **33 CFR 169.135 and 169.140,** chapter 2, for additional information.) Vessels should report via INMARSAT C or via alternate satellite communications to one of the following addresses:

Email: RightWhale.MSR@noaa.gov or Telex: 236737831

Vessels not equipped with INMARSAT C or Telex should submit reports to the U.S. Coast Guard's Communication Area Master Station Atlantic (CAMSLANT) via narrow band direct printing (SITOR) or HF voice. Vessels equipped only with VHF-FM voice communications should submit reports to the nearest U.S. Coast Guard activity or group.

Example Reports:

WHALESNORTH - To: RightWhale.MSR@noaa.gov
WHALESNORTH//
M/487654321//
A/CALYPSO/NRUS//
B/031401Z APR//
E/345//
F/15.5//
H/031410Z APR/4104N/06918W//
I/BOSTON/032345Z APR//
L/WP/4104N/06918W/15.5.//
L/WP/4210N/06952W/15.5//
L/WP/4230N/07006W/15.5//

WHALESSOUTH - To: RightWhale.MSR@noaa.gov
WHALESSOUTH//
M/412345678//
A/BEAGLE/NVES//
B/270810Z MAR//
E/250//
F/17.0//

COAST PILOT 2 (Continued)

H/270810Z MAR/3030N/08052W//
I/MAYPORT/271215Z MAR//
L/RL/17.0//

Chart 13204, 13200.–Georges Bank is an extensive ...
(CL 949/99; CL 950/99;
FR 06/01/99; CL 1769/00) 8/01

COAST PILOT 6 30 Ed 2000 Change No. 26
LAST NM 6/01

Page 136—Paragraph 163, line 6; read:
for drawbridge regulations.) In November 2000, a replacement bridge with a design clearance of 40 feet was under construction just S of the Stutson Street bridge. Overhead power cables crossing the ...
(CL 1740/00) 8/01

Page 150—Paragraph 90, line 5; read:
10 feet, but is being maintained in the open position. (See **33 CFR 117.1 through 117.59 and 117.811**, chapter ...
(CL 8/01) 8/01

COAST PILOT 6 30 Ed 2000 Change No. 27

Page 137—Paragraph 185, line 8 to Paragraph 186, line 1; read:
jetties. In May 2000, the controlling depths were 3½ feet in the E approach channel and 4.6 feet in the W approach channel, thence 5.2 feet between the jetties with depths of 6½ to 8 feet in the harbor basin.

Caution.–In 1977, it was reported that several vessels ...
(BP 172424; CL 1480/00) 8/01

Page 161—Paragraph 222, lines 3 to 8; read:
to a harbor basin just inside. A light marks the W breakwater and the outer end of the E breakwater. In May 2000, the midchannel controlling depth was 9.6 feet in the entrance channel and between the breakwaters to the basin, thence depths of 6.3 to 8 feet were in the basin, except for lesser depths along the E edges.
(BP 172468) 8/01

Page 221—Paragraph 69, lines 5 to 9; read:
channel inside the harbor. In August 2000, the controlling depths were 14.6 feet (16.1 feet at midchannel) in the entrance channel, thence 17.7 to 21 feet in the buoyed section of the basin, with lesser depths in the remainder of the basin.
(DD 1219; DD 409) 8/01

Page 230—Paragraph 233; read:

Channels.–A dredged entrance channel, marked by buoys, leads NW from deep water in Thunder Bay through the mouth of Thunder Bay River to a turning basin 0.7 mile above the mouth. The channel enters the river on the N side of a pier that extends from the S side of the mouth. In November 2000, the controlling depths were 14.8 feet (16½ feet at midchannel) to the mouth of the river, thence 17.3 feet (18½ feet at midchannel) to the turning basin, thence depths of 13.4 to 15 feet in the basin, with lesser depths to 13.3 feet just past the turning basin at the head of the project.
(DDs 1312-1314) 8/01

Page 251—Paragraph 175; read:

In August 2000, the controlling depths were 14.2 feet (22.0 feet at midchannel) in the entrance, through the outer basin and between the piers to the inner basin, thence depths of 16.4 to 18.0 feet in the inner basin except for lesser depths to 13.1 feet in the NW corner and 13.6 feet in the NE corner, and thence depths of 9.4 to 10 feet were in the anchorage area. The areas N and S of the entrance channel in the outer basin had depths of 20 feet with shoaling to 13.2 feet along the E edge, and 17.7 to 20.0 feet with shoaling to 15.4 feet along the W edge, respectively.
(DDs 1130-1131) 8/01

Page 252—Paragraph 198, lines 3 to 13; read:
deep water in Lake Michigan through the N part of the outer harbor basin to the river entrance between the N and S piers. Thence, the river channel continues to Manistee Lake.

In August 2000, the controlling depths in the entrance channel were 12.8 feet in the left half and 23½ feet in the right half to the lakeward end of the S pier, except for shoaling in the right half to 17.8 feet in an area just NW of South Pierhead Light, thence 18.9 feet (22.1 feet at midchannel) to Manistee Lake, except for a large area that shoals gradually from 18.7 feet near midchannel to 5.6 feet near the S channel limit, beginning at about 0.4 mile above the mouth of the river and ending at about 0.15 mile further upriver.
(DDs 1201-1204) 8/01

Page 256—Paragraph 262, lines 6 to 9; read:
the S pier. In August 2000, the controlling depths were 23.2 feet (27.0 feet at midchannel) in the approach, through the outer basin and between the piers to ...
(DDs 1128-1129) 8/01

Page 258—Paragraph 295, lines 8 to 13; read:
channel extends N to the deep water in Spring Lake. In March-July 2000, the controlling depths were 11½ feet (21.0 feet at midchannel) in the entrance and between the piers to the docks of the municipal marina, about 1.0 mile above the mouth of the river. A 3½-foot shoal extends about 60 feet into the channel on the W side directly across from the municipal marina in about 43°04'00"N., 86°14'11"W. In April-May 2000, the controlling depths were 11.2 feet (17.3 feet at midchannel) from the municipal marina to the railroad bridge at Ferrysburg, thence 10.4 to 16.0 feet in the turning basin; thence in 1978, 15 feet from the railroad ...
(DDs 1047-1050) 8/01

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Page 285—Table, items 75A-76; read:

No.	Location and Name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum		Remarks
				Right	Left	Center			
76	Overhead pipeline		3.13			137		30	
77	Overhead cable	Power	3.41					76	
78	Chicago, Milwaukee, St. Paul & Pacific RR bridge	Railroad	3.54			113		8	Swing. Notes 5 and 6

(BP 172617; CL 1585/00) 8/01

Page 294—Paragraph 639, lines 6 to 9; read:
breakwater are marked by lights. In 1989-May 1998, the controlling depths were 9½ feet (17.3 feet at midchannel) in the entrance and channel between the piers to the inner harbor basin, thence in 1991-May 1998, depths of 12 to 13.2 feet were in the basin.
(BP 166261; BP 142965) 8/01

Page 299—Paragraph 705, line 1; read:
In April 2000, the controlling depths were 22.9 feet (26.7 feet at ...
(DDs 1274-1275) 8/01

Page 299—Paragraph 706, lines 1 to 6; read:
In March-May 2000, the controlling depths in the Milwaukee River were 23.1 feet (26.9 feet at midchannel) between the piers to the junction with Kinnickinnic River, thence 20.9 feet (26.1 feet at midchannel) to a point just below the Chicago and North Western Railway bridge, thence 16.0 feet under the W draw and 20.1 feet under the E draw of the bridge, thence 14.8 feet (19.7 feet at midchannel) to the junction with Menomonee River, thence 9.9 feet (12.2 feet at midchannel) to ...
(DD 1279; DD 1282) 8/01

Page 299—Paragraph 707 to Paragraph 709, line 4; read:
In April-May 2000, the controlling depths in the Menomonee River were 16.4 feet (19½ feet at midchannel) to the North Sixteenth Street bridge, thence 12.3 feet to about 200 feet below the head of the project. Lesser depths to 2.9 feet are at the head of the project near the Twenty-fifty Street bridge.
In April-May 2000, the controlling depths in South Menomonee Canal were 15½ feet (17.4 feet at midchannel), thence 14.2 feet (17.2 feet at midchannel) in Burnham Canal.
In March-April 2000, the controlling depths in the Kinnickinnic River were 22.4 feet (25.2 feet at midchannel) to just below the Chicago and North Western Railway bridge, thence 17.6 feet to the South ...
(DDs 1279-1285) 8/01

Page 309—Paragraph 811, lines 7 to 13; read:
marked by lights. In May-August 2000, the controlling depths were 14.4 feet (19.2 feet at midchannel) between the breakwaters and through Manitowoc Harbor to the first Soo Line Railroad bridge, except for a small area that shoals to 12 feet in the NW corner of the harbor, thence 13.2 feet (14.4 feet at midchannel) to the second Soo Line Railroad bridge, thence 7.9 ...
(DDs 1268-1270) 8/01

Page 309—Paragraph 812, lines 5 to 8; read:
marked by a light and a daybeacon. In July-August 2000, the controlling depths were 7.4 feet (10.1 feet at midchannel) in the entrance, thence depths of 7½ to 10 feet were in the basin and channel E of the docking piers, except for lesser depths at the extreme N end of the channel.
(DD 1268; DD 1271) 8/01

Page 325—Paragraph 1066, lines 7 to 13; read:
piers and the inner end of the N pier are marked by lights. In September 1999-July 2000, the controlling depths were 15½ feet (21 feet at midchannel) in the entrance channel and between the piers to the Ogden Street Bridge, thence 18.3 feet (21 feet at midchannel) to the turning basin, except for a shoal spot to 14.2 feet in the right outside quarter of the channel just above the Ogden Street Bridge; depths of 10 to 20 feet were in the basin except for lesser depths along the SE edge, thence 15.1 feet (17.8 feet at midchannel) to Menominee River Buoy 4, except for an area that shoals gradually to 7.7 feet in the right outside quarter of the channel close ESE of Buoy 2, thence 8.4 feet (9.6 feet at midchannel) to ...
(DDs 1215-1218) 8/01

Page 350—Paragraph 203, lines 6 to 7; read:
2000, the dredged harbor basin had depths of 8.8 to 12 feet with lesser depths along the NW edge of the basin fronting the facility.
(DD 1272) 8/01

Page 351—Paragraph 222, lines 5 to 8; read:
inside the breakwaters is marked by a buoy. In June 2000, the controlling depths were 5.3 feet (6.0 feet at midchannel) in the entrance and in the channel to the harbor basin, thence depths of 5.1 to 8 feet were in the basin.
(DD 1273) 8/01

Page 355—Paragraph 290, lines 5 to 10; read:
marked by a light. In October 2000, the midchannel controlling depth was 6.4 feet in the entrance channel to the inner

COAST PILOT 6 (Continued)

basin, thence depths of 4.2 to 10.7 feet in the basin except for lesser depths to 2.7 feet in the S part, thence 6.3 feet (7.1 feet at midchannel) in the E inner channel. The S inner channel has not been maintained for several years, and is subject to severe shoaling from drifting sand.

(DD 1240; DD 576) 8/01